

Full Yard Wide Unbleached Muslin, 6 Cents a Yard.

## OUR BOYS' CLOTHING

Trade grows rapidly. Low prices for high qualities are telling. We confirm our policy with prices lower than we or anybody ever dared to quote at the beginning of a season.

Boys' Knee Pants Suits, \$2, \$2 25, \$2 50, \$3 50, \$4 50, \$5 80, \$7.

Boys' Long Pants Suits, \$3 50, \$4 50, \$5 50, \$6 50, \$7 50.

These are all new Fall Suits.

## FOR MEN.

Clothing that doesn't need a word of talk. New, fresh, bright fall styles.

Suits at \$5, \$7 50, \$10, \$12, \$13 50, \$15, \$16 50, \$17 50, \$20, etc.

Each one a sharp bargain. Great contracts make small prices. And that is the root thought of modern retailing.

## Dr. Shilling's Model Form Corsets

This Corset is made with a high bust or dress form, so shaped as to produce a graceful figure without the necessity of wearing bosom forms. It is a desirable Corset for general wear, IMPROVING THE FORM OF THE WEARER AND FIT OF THE DRESS in every instance. It may be worn with or without shoulder straps. Price, \$1 25.

Dr. Shilling's Celebrated Health Corsets, white or drab, sizes 18 to 36, \$1.

The Broadway, French wear, embroidered, \$1.

The Improved Tangle Corsets, a great favorite, \$1.

Style No. 90, best quality cut, lace trimmed, 75 cents.

The Imperial, French sateen—A Corset of beauty and elegant fitting, \$1 75.

C. E. Gilman's 50-cent Corset, white, drab, cream; finest Corset value on the coast.

Besides the above popular makes, we carry the genuine imported C. P. and P. D.

The Jasmine, open, in pink, blue, cardinal, black, old gold, etc. Price, 95 cents.

And many others.

C. H. GILMAN,

J Street,  
SACRAMENTO, CAL.

## FRUITS, SEED, PRODUCE, ETC.

## THE PACIFIC

735 to 729 J Street, Sacramento.

CHRISTIANSON, DIERSSEN & CO.,

Wholesale and Retail Dealers in

GROCERIES AND PRODUCE. General Com-

mission Merchants. Telephone 129, 429-43.

## W. H. WOOD &amp; CO.

WHOLESALE DEALERS IN

California and Oregon Produce and Fruit

POTATOES A SPECIALTY.

Nos. 117 to 125 J St., Sacramento.

## S. GERSON &amp; CO.

—WHOLESALE—

Fruit, Produce & Commission Merchants.

SACRAMENTO, CAL.

P. O. Box 170.

## CURTIS BROS. &amp; CO.

General Commission Merchants and

Wholesale Dealers in

Fruit and Produce.

308, 310 and 312 K St., Sacramento.

Telephone 97. Postoffice Box 358.

## W. R. STRONG COMPANY

—WHOLESALE—

Fruit and Produce

DEALERS.

SACRAMENTO, CAL.

EDWARD J. GREGORY, FRANK GREGORY.

## GREGORY BROS. &amp; CO.

(Successors to GREGORY, BARNES & CO.)

128 and 129 J Street, Sacramento.

WHOLESALE DEALERS IN PRODUCE AND

Fruit. Full Stock of Potatoes, Vegetables,

Green and Dried Fruits, Beans, Alfalfa, Butter,

Eggs, Cheese, Flour, etc., always on hand.

Orders filled at lowest rates.

## GREAT GIGANTIC GIFT SALE

Millions of Extra Presents

Given Away Free

—AT GREAT—

American Importing Tea Co.

617 J St., Sacramento. 417-11MWF

—WE ARE GIVING THE—

GREATEST INDUCEMENTS

Ever known to buyers of

Teas, Coffees, Spices, Crockery, China,

Glass and Tinware.

Extra Presents to Everybody; Extra

Presents in Every Department; Extra

Fine Goods; Extra Low Prices.

Visit our stores, examine our goods, compare

our prices, see our extra inducements. Come

one, come all.

Great American Importing Tea Co.'s Store

617 J St., Sacramento. 417-11MWF

TEN \$10 GOLD PIECES

AND \$50 BILL GIVEN AWAY TO MY

customers. What I sell is the best that

money can buy. I read character by physi-

ogny, and heal the sick with

MAGNETIC SHIELDS.

Send stamp for books and circulars,

which give full information. PROFESSOR

FEAR, Postoffice Box 358, Sacramento, 1718-3m

FRENCH TANSY WAFERS!

—FOR SALE AT—

Capital Pharmacy,

COR. SEVENTH AND K STREETS.

W. O'Callaghan. 411-14.

Agent

## NEW TO-DAY.

Everybody come to the Monday con-

gregation meeting, Fourteenth-street church, 10

o'clock last night, on Fourth and K streets.

LOST—A BUNCH OF KEYS, ABOUT 8

o'clock last night, on Fourth and K streets.

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## EAST OF THE ROCKIES.

Five People Killed by a Railway Col-

lision in Chicago.

MEASURES BEFORE CONGRESS.

An Officer Shot While Taking a

Prisoner to Jail—The Sugar

Schedule—Etc.

(SPECIAL DISPATCHES TO THE RECORD-UNION.)

TERRIBLE RAILROAD ACCIDENT.

An Excursion Train Run into by a Switch

Train.

CHICAGO, September 21.—A terrible rail-

road accident occurred in the southwestern

portion of this city shortly after dark this

evening. A Chicago Burlington and Quincy

suburban train dashed into an Illinois

Central excursion returning from outside

the city. The collision resulted in a fright-

ful tragedy.

For a time the confusion was so great

that even an approximate idea of the loss

of life was impossible to obtain. The first

reports from the police had it that forty

persons were killed, while the latter

reports had it that only twenty persons

were killed, while the latter reports had

it that only twenty persons were killed.

Within half an hour, however, five

mangled corpses had been dragged out of

the heap of broken timbers and twisted

iron that marked the spot where the col-

lision had taken place. By this time it

had also been ascertained that at least three

persons were seriously injured and six others

slightly.

The collision took place near Douglas

Park, and the victims were Sunday excu-

sionists returning from the Brookwood and

home from an outing. The freight train

went, when questioned, asserted that they

passed Millard avenue under a clear signal.

The freight on the Brookwood and Ohio

road went, when questioned, asserted that

the freight crew claim that when the crash

occurred, the freight train was passing

the Illinois Central train was burning with

extreme dimness. To this the freight

train following was attributed without hesi-

tation.

Other people state that the Burlington

train was behind time and running at a

normal speed. The freight train was

formed on the Chicago and North-west

Illinois Central train was burning with

extreme dimness. To this the freight

train following was attributed without hesi-

tation.

The dead are: Lilly Diener, Matha

Diener, Otto Schloffer (aged seven), and

two other children. The injured are: Ed-

ward Reising, Minnie Pilgrim and Eddie

Diener.

In addition to these a dozen other people

were more or less seriously bruised, and

some of them had limbs fractured.

The conductor and engineer of the train

were not injured.

AN ACCIDENT ON THE OMAHA AND ST. LOUIS.

COUNCIL BLUFFS, September 21.—A

freight train on the Omaha and St. Louis

road went, when questioned, asserted that

the freight crew claim that when the crash

occurred, the freight train was passing

the Illinois Central train was burning with

extreme dimness. To this the freight

train following was attributed without hesi-

tation.

The dead are: Lilly Diener, Matha











## CYCLONES AND TORNADES.

Where and How They Develop—Time and Force of the Storms.

(From the Philadelphia Record.)

Lieutenant John P. Finley of the United States Signal Service has written a very interesting article on the origin and development of cyclones and tornadoes, and the latter the typical general storm. He shows that while cyclones may develop within the United States, they usually enter this country from adjacent regions. The places of entry are the north Pacific coast (Oregon and Washington), North Dakota and the Gulf coast. From each of these quarters the cyclones approach with peculiar characteristics. Those entering the country over North Dakota are most frequently accompanied by tornadoes.

To understand the relation of the tornado to the cyclone, we must consider the cyclonic disturbances as divided into quadrants by two lines at right angles, one running north and south and the other east and west. The maximum of heat and moisture is in the southeast quadrant, and it is distinguished by great humidity, high winds and heavy cloud formations, especially in the southern portion, together with precipitation. The southeast quadrant contains the maximum of heat and moisture; it is the region of all classes of storms, especially of the tornado.

The southwest quadrant is marked by clearing weather and diminished humidity, while the northwest has the minimum of heat and moisture, with brisk, cold winds. The southeast quadrant being the recipient of heat and moisture, generates the cyclone and the most violent disturbance of the equilibrium being in this quadrant, and within a limited area, the centrifugal force becomes much greater, and the formation of the tornado ensues.

The questions which naturally occur are: What places are best adapted to the development of tornadoes, and what is the time when conditions are most favorable to them? Lieutenant Finley points out that tornadoes are found in regions where warm, moist air begins to flow underneath a colder and dryer upper stratum that comes from another direction. This condition is followed shortly by an inversion of the air in the upper and lower strata, the first visible effect of the coming storm being the appearance in the west and northwest of the lower stratum of clouds, followed suddenly by a violent commotion on the face of the dense black mass, and by the rushing of the adjacent clouds toward the center of the disturbance, especially from the southeast, east and northeast; as to time the summer season is most favorable for tornadoes, and the air of the lower stratum is drawn in from lower latitudes, far up into the northern portions of the country, on the eastern side of the Rocky mountains, the isothermal curve being deflected very decidedly toward the north.

Lieutenant Finley's summary of the results of his investigations seem to cover everything that can be learned on the subject. Briefly, the most favorable conditions are as follows: Tornadoes generally accompany a low pressure area; the most progressive motion of the tornado is to the northeast, and the tornadoes occur, scarcely an exception, only in the afternoon, just after the hottest part of the day. The tornado season includes March, April, May, June, July, August and September, the months of greatest frequency being April, May, June and July. From a careful investigation there is every reason to believe that these storms were as frequent and violent 200 years ago as they are now, and there appears to be no cause for any unusual change in their annual frequency for a like period to come.

As regards protection in case of a tornado, Lieutenant Finley can only say little, except that the south side of the tornado's path is the dangerous portion and the north side the safe one. If the cloud is moving to the northeast, then the line of escape is to the northwest; if to the east, then to the north. To one who stands facing the advancing cloud in the direct line of its approach, the safe side is always to the right. No structure that rises above the surface of the earth, however built, can wholly resist the violence of the tornado, and therefore no building is safe, either as property or as a refuge to life. From a business point of view, therefore, as affecting the questions of life and property, the tornado must be considered as a natural agency for destruction, to be feared, watched and continually provided against.

**False Peculiarities.**  
"Why is it that a man has to pay \$1 for a meal on any railroad train east of Chicago, and but 75 cents west?" said John Graccon, a member of the United States Geological Survey, now in the city, whose business has taken him through nearly every State and Territory in the Union. "It is a fact," he said, "that the structure of a similar meal on any line running west of those cities may be had for a quarter less, though some would naturally think that the prices would be higher."

"How about the service?"  
"There isn't much difference in dining car service East or West. Your waiter on the far Western route is a good-looking fellow in the East, but your Westerner has a free and easy way of repaying any tendency to freshness or impertinence on the part of porters or waiters that might beget autocratic ways and attitudes to business. In some sections of the West the colored gentleman who attempted any impertinence with the traveler might be quietly dropped out of the window and the ambulance car notified and no questions asked."

"You don't find as many Bibles on the trains as you used to," he continued. "For twelve years ago they could be found on almost every train. Travelers tell me that the passengers steal them. It is impossible to keep them in their racks. A factious irascible on the Baltimore and Ohio, over which I rode not long ago, explained it to me this way: 'You see, Captain, it's them drunks. They set down in a seat, and if there's a Bible in the rack, they notice it. They notice it, they take it down, and then they get through they slide it into their gripsack.'"

"However that may be, the Old Colony Railroad, which is the only one that carries the opposite tack, and sets up stationary card tables in all smoking cars. This has a long-forgotten way with weary travelers."—New York Star.

**Moltke on Temperance.**  
Moltke, the Silent, who will be 90 years old in October next, has recently written an article as follows: "I can never remember a day when I have not been told that beer is Germany's greatest enemy. On the contrary, I wish that that could brew a good, light and cheap beer for the people. The glass is too high for them. In South Germany people have cheaper beer. Here in North Germany, unfortunately, it is only spirits that are cheap. I myself can never remember a day when I regard complete abstinence from them as neither desirable nor practicable. It is, for instance, often necessary in the field, or when working for a man to revive his strength, if only for the time being. Only the abuse of alcohol, which is unfortunately great, is harmful, and this indeed is one of Germany's greatest enemies. A healthy person, provided he does not exert himself immoderately, does not need any such stimulus, and it is simply stupid to give it to children, as are unfortunately often done. The same may be said of the undisciplined races, who are also mere children. I wish that coffee, tea and light beer were cheap and spirits dear."

## COMMERCIAL.

SACRAMENTO MARKET.

SACRAMENTO, September 20th.  
Wheat—No. 1, 1.00; No. 2, 98c; No. 3, 96c; No. 4, 94c; No. 5, 92c; No. 6, 90c; No. 7, 88c; No. 8, 86c; No. 9, 84c; No. 10, 82c; No. 11, 80c; No. 12, 78c; No. 13, 76c; No. 14, 74c; No. 15, 72c; No. 16, 70c; No. 17, 68c; No. 18, 66c; No. 19, 64c; No. 20, 62c; No. 21, 60c; No. 22, 58c; No. 23, 56c; No. 24, 54c; No. 25, 52c; No. 26, 50c; No. 27, 48c; No. 28, 46c; No. 29, 44c; No. 30, 42c; No. 31, 40c; No. 32, 38c; No. 33, 36c; No. 34, 34c; No. 35, 32c; No. 36, 30c; No. 37, 28c; No. 38, 26c; No. 39, 24c; No. 40, 22c; No. 41, 20c; No. 42, 18c; No. 43, 16c; No. 44, 14c; No. 45, 12c; No. 46, 10c; No. 47, 8c; No. 48, 6c; No. 49, 4c; No. 50, 2c.

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